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APPROVAL OF UNDP ASSISTANCE TO A PROJECT OF BRAZIL

IPF:(1992-96) $14 183 000

(BRA/92/006) - Civil Aviation Research and Training

Date of approval by the AC:[1]	1 July 1992
Expected duration:	Five years
Proposed executing agency:	Government in cooperation with ICAO
Government implementing agency:	Civil Aviation Department (DAC)
Proposed UNDP contribution:	$ 100 000 Source of funds: IPF
Government cost sharing:	$ 5 832 700
Total UNDP budget:	$ 5 932 700

Project background

Brazil's Pluriannual Plan for 1991-1995 aims at economic recovery with social justice. One of the major problems faced by Brazil today is the severe imbalance in socioeconomic development across the various regions particulary between the North and South. Lack of physical integration of the national territory makes it difficult to market production from less developed areas in the more developed areas and impedes investment in the former. Given the geographic extension of Brazil with 8.5 million km2, many regions can best be integrated only through air transport. Passenger traffic is currently at 34.9 million passengers per year and is growing at 8.8 per cent annually. Cargo traffic presently at 761 thousand metric tons is growing at 9.8 per cent annually. In order to meet the growth in demand and the evolution of the airplane fleet served, the national civil aviation infrastructure and support services will have to be transformed qualitatively and quantitatively.

Due to past UNDP and ICAO cooperation, Brazil has achieved remarkable progress in civil aviation for a developing country with several centres of excellence, where aircraft are produced for export, research and planning related to infrastructure are carried out and human resources are trained. However, the progress is not uniform across the country; and regional airports and training schools are still weak. Moreover, the technology is evolving so rapidly internationally that for Brazil to maintain ICAO standards and meet the challenges of the 1990s, further cooperation will be necessary to enable the country to achieve yet higher levels of technological development. The present approval is related to the objectives of the Government's Pluriannual Plan (1991-1995) and of the Fifth Country Programme dealing with modernization of the productive and the public sector.

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[1] This Fact Sheet reflects the status of the project/revision at the time it was approved by the Action Committee; modifications to the project/revision may have occurred subsequently.

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Description of project

The project will have a direct impact on the quantitative and qualitative capacity for planning, research and training in the civil aviation sector.

The immediate objective of the project is to strengthen the capacity of human resources development, data processing and informatics, as well as research and planning.

Project activities will include the promotion of the capability of the Brazilian Civil Aviation System to meet the new requirements resulting from: (a) rapid modernization of aeronautical technology; (b) air transport growth; and (c) the increasingly regular and extensive use of aircraft for different purposes.

At the end of the project, it is expected that: (1) the Division of Professional training of the Civil Aviation Institute (IAC) will have expanded its capabilities to coordinate, administer and supervise decentralized procedures for training and upgrading of aeronautical personnel in all regions of the country; (2) the Flight Protection Institute (IPV) will have developed advanced methodologies and programmes for training of human resources required by the new technologies being introduced in the air navigation services; (3) the Civil Aviation System administration and management will have been facilitated and sped-up with the expansion of the DAC's data processing system capabilities; (4) the Division of Air Transport and Aeronautical Infrastructure Research of the Civil Institute (IAC), will have a nucleus of a well prepared technicians to carry out detailed studies of planning and development of airports and their infra-structure, making use of modern methods and technologies with emphasis on the environmental and noise pollution aspects; (5) the Industrial Fostering and Coordination Institute (IFI) is expected to expand and consolidate the capability acquired during the past few years by the application of new developed technologies and procedures related to continuing airworthiness, homologation of aeronautical products and to the quality control activities of the industry; (6) the Aeronautical Technological Institute (ITA) will have expanded its capability of undertaking researches and graduating engineers in the fields of airports, aircraft and future air navigation systems, benefiting the civil aviation; (7) the Aircraft Accidents Prevention and Investigation Centre (CENIPA) is expected to expand its technical capability to process laboratory analysis required for accident investigations and also undertake research and training in the aircraft accident prevention field, making its services eventually accessible to foreign users; and (8) through the participation in the TRAINAIR Programme, the Brazilian training institutes will be using the ICAO modern training standard methodology for course development.

Inputs

UNDP will provide 142 man-months of international professional personnel in a variety of fields; 178 man-months of individual fellowships and group training; specialized equipment for planning research, aeronautical data processing and training; and miscellaneous costs.

Financial data

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Personnel	1 963 900
Training	1 772 800
Equipment	2 140 000
Miscellaneous	56 000
Total	5 932 700

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